

Skidmore, Owings & Merrill

**Agenda**

**CIA Review Meeting**

**August 6, 1981**

1. Status report.
2. Progress of transportation studies.
3. Progress of utilities studies.
4. Nature of geotechnical investigation.
5. Distribution of material and miscellaneous business.
6. Review of alternative site plans.
7. Procedure for selection of alternative scheme.
8. Contract.

## Skidmore, Owings &amp; Merrill

CIA Master Development Plan  
Evaluation Matrix  
August 6, 1981

		Alternatives					
		a	b	c	d	e	f g
1.0	<u>Site Planning</u>						
	1.1. Clarity of site organization.						
	1.2 Visual relationship with existing headquarters.						
	1.3 Buffers with Parkway, residential areas, Route 123, and Turkey Run Farm						
	1.4 Impact on other existing buildings						
	1.5 Impact on existing parking.						
	1.6 Proximity to parking.						
	1.7 Access control and surveillance.						
2.0	<u>Building Design and Program</u>						
	2.1 Functional relationships.						
	2.2 Physical links between old and new buildings.						
	2.3 Space flexibility.						
	2.4 Growth potential.						
	2.5 Phasing.						
	2.6 Reception center.						
	2.7 Servicing.						
	2.8 Access control and surveillance.						
3.0	<u>Transportation</u>						
	3.1 Vehicular circulation and access.						
	3.2 Pedestrian circulation.						
4.0	<u>Utilities</u>						
5.0	<u>Natural Environment</u>						
	5.1 Natural resources impacts: drainage, topography, etc.						
	5.2 Geotechnical.						
6.0	<u>Disruption During Construction</u>						
	6.1 Traffic						
	6.2 Air Pollution.						
	6.3 Noise						
7.0	<u>Cost</u>						
	7.1 Capital						
	7.2 Operation and maintenance.						

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CIA HEADQUARTERS  
TRAFFIC ANALYSIS

J.F.M.

EXISTING CONDITIONS

In order to establish existing traffic patterns on the roadway network surrounding the CIA Headquarters Compound, twenty-four hour machine counts and peak hour turning movement counts were taken during the months of July and August. These counts were adjusted upward to reflect seasonal variations based on Virginia DOT historical counts. The counts were used to develop vehicle accumulation by hour as shown by entrance and exit gate on Table 1. This table shows a peak vehicle accumulation between 9:00 AM and 11:00 AM. The number of vehicles has been adjusted for future conditions with factors for vacation schedules, number of visitors, and number of service vehicles.

FUTURE CONSIDERATIONS

There are two major traffic considerations associated with the Master Plan: parking demand and traffic impacts on the surrounding street network. Parking demand is an internal concern due to the fact that NCPC has limited the CIA to  spaces. The levels of service of the surrounding roadway network is the concern of the Virginia Department of Highways and Traffic and the National Park Service. It is in their interest to provide a good level of service on their roadways whenever possible. Fortunately, a limited number of parking spaces also reduces the number of vehicles on the roadway network. Each of these concerns is further discussed below.

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Parking Demand

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AM Peak Hour

1. G.W. Parkway eastbound
2. G.W. Parkway ramp into the CIA from the west
3. Route 123 northbound
4. The weave from Route 123 northbound to the CIA South Gate
5. Intersection of Route 123 southbound and entrance to South Gate (long queuing)

PM Peak Hour

1. G.W. Parkway westbound
2. Ramp to G.W. Parkway westbound
3. Route 123 southbound
4. Route 193 westbound

One of the major problems is the volume of vehicles to and from the west on G.W. Parkway and Route 193. As the volumes on Route 193 approach capacity, more vehicles will use G.W. Parkway. The major problem on Route 123 is the weaving and queuing associated with the South Gate entrance from northeast bound Route 123. The CIA employees must weave with vehicles from Route 193 going to Route 123 northeast bound in a short distance. In addition, the intersection of the Route 123 ramp and Route 123 southwest bound is signalized and has a short stacking distance on the ramp. A two lane ramp and responsive signal equipment should increase the level of service at this intersection.

Staggered work hours could help alleviate some of the capacity problems. The CIA employee peak hours are currently 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM. Route 193 and G.W. Parkway have peak hours of 7:00 AM to 8:00 AM and 4:00 PM to 5:00 PM. Route 123 has peak hours of 7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM. Staggered work hours such as 9:00 AM to 6:00 PM would reduce the volume of CIA traffic during the peak hours and reduce the volume of competing background traffic for the CIA employees on the 9 to 6 shift.